

CAUSE FOR REJOICING.

Maine's Lobster Catch Much Larger Than Last Year.

A statement by A. R. Nickerson, commissioner of sea and shore fisheries of Maine, shows that Maine's lobster catch for the year ending November 30 was much larger than the previous year. The total number caught was 7,425,298, for which 2562 fishermen using 169,350 traps received \$1,394,356. The average cash return to each man was \$544 and the average catch to each trap 44. The total number caught the previous twelve months was 6,904,888, valued at \$1,066,879. The total number of traps used was 164,720 and the cash return to each man employed was \$425.

Herring Notes.

In the recent big storm at Bay of Islands nearly all the vessels lost considerable fishing gear and on Monday when it broke on the place some of the dories out fishing narrowly escaped being swamped and had to run to Ryan's for shelter.—St. John's N. F. Herald.

Supt. Mair of the Fishery department returned from Placentia Bay Thursday. He visited Sound island but found that there were no herring in the bottom of the bay. At Burren island a few fish had been taken and about 20 barrels the result of three days fishing. These fish are being kippered and split for home consumption. All the herring are in deep water and difficult to catch. At Sound island an occasional school are seen, but there are none being put up for export.—St. John's N. F., Herald.

Sch. Renown which arrived at St. John's N. F. Tuesday reports plenty of herring at S. W. Arm, Green Bay and great hauls being made, some of the people having seined as high as 150 bbls. per day. Two cargoes salted have already gone to Gloucester and other vessels are shortly expected for more.

A dispatch from Bay of Islands, Newfoundland, received at the Boston Fish Bureau yesterday, says that prospects are good for all vessels there loading by the middle of January. The weather has been stormy, but not very frosty. Most of the vessels there are after frozen herring. The American schooners Lewis H. Giles and Arbutus and the Canadian schooners Britania, Speculator, Maggie M. and Sea Nymph sailed within a few days with cargoes. The schooners Henry M. Stanley and Tattler arrived this week. Good herring fishing is reported at Middle Arm, but no fish is being taken at North Arm or Boone Bay.

NOT A LIFE LOST.

This Past Season by Grand Bank, N. F. Fishing Fleet.

The fishery from Grand Bank, N. F., this year has been but fair; it was prosecuted by 17 craft and the total returns are 19,489 qtls., or an average of 1146 quintals each. One remarkable feature of this year's operations was that not a life has been lost and all who went astray from their craft were picked up and well cared for.

FOR PACIFIC HALIBUT FISHING

Seattle Fish Concern Will Have Fast Steamer Built.

The Chlopeck Fish Company of Seattle, Washington, is to have a steam fishing vessel built this winter to engage in the fresh halibut fishery on the Northern Pacific banks. She will have a capacity of 200 tons and will be up to date in fittings and equipment. She will carry 12 men and will cost about \$85,000.

WANT HIGHER DUTY.

On American-Caught Halibut Sent Into Canada.

Fast Cruisers Wanted To Chase American Poachers.

At the final meeting of the year, last week, of the Canadian Commission concerning the Fisheries, held at Westminster, B. C., much evidence and memoranda were taken. The quest of halibut was taken up among other things and as a result of the testimony presented, it was decided to apply to the Tariff Commissioner to have a heavy duty placed on all American halibut coming into Canada and thus save the market for Canadian business. At present, the duty is one half cent a pound.

Capt. Ford, who for years operated halibut steamers in connection with Canadian interests, stated that the halibut in Hecate strait is fast diminishing, and will continue to do so as long as the American boats are allowed to fish without restriction in those waters. He showed a map on which he had marked harbors where, he said, American boats continually poach in Canadian waters.

Commissioner Prime thought that the only way to remedy this would be to make all boats fishing halibut on the coast of British Columbia float the Canadian flag, and to put on three or four more cruisers of greater speed than those now in use for patrol duty.

LARGEST CATCH FOR SIX YEARS.

Record of the Fisheries of This Port for Present Year.

FALLING OFF SHOWN IN BUT VERY FEW LINES OF THE INDUSTRY.

Prices Have Ruled High and the Season as Whole Has Been a Successful One.

Today closes another year in the history of the fisheries of this, the oldest fishing port in the new world. For 282 years now, this business has been the principal one of the place and at the present, as for many years in the past, the city holds the title of the premier fishing place in the Western hemisphere and one of the largest in the world.

Like all other places and like all other lines of industry, the city and the fish business have had their big years and their poor ones and also many of what are called "average seasons." And now, notwithstanding the down-in-the-mouth talk about the place and the

business going backward and the sighing on the part of some for the "good old times," the fact remains that the city is prosperous and the record of the Gloucester fisheries for the year is one that in spite of drawbacks in certain lines, can surely be termed better than the average, and in point of fish landed and prices paid, the best since 1899. In point of the amount of fish landed by Gloucester vessels at other ports the year has been the best for an even longer period.

The catch of last year was a little above the average and prices high. This year there is a

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gratifying increase in the catch and as to prices, it can be fairly said that on the whole they have been fully as high in some grades and even higher in others.

In accordance with its usual custom, this being the last working day of the year, the TIMES presents to its readers a resume of the fishing season of 1905 and a comparative table showing the catch of the various kinds of fish during the past three years. The table is compiled from accurate records kept by the statistician of the Board of Trade and from the daily record kept at the TIMES office and is, therefore, as correct as can be obtained.

The total of fish of all kinds landed at this port for the year 1905 is 112,459,818 pounds, or 56,230 tons, against 103,528,924 pounds, or 51,765 tons in 1904. It is figured from actual statistics at hand and careful estimates that Gloucester vessels landed direct at other ports during 1905 a total of 44,650,000 pounds against 31,776,000 pounds in 1904. The total of fish landed at this port and by Gloucester vessels at other ports during 1905 was 157,109,818 pounds, or 78,555 tons, against 135,304,924 pounds, or 67,653 tons in 1904. So, from actual figures it can be seen that the fishing year of 1905 shows a decided gain over 1904, which was considered a very good year indeed.

Salt cod shows a falling off of about 4,000,000 pounds from last year. This is not because of any falling off of the great salt bank fishery, but is directly traceable to the Rips or drift fleet landing most of their fares fresh, instead of salted as last year, and also to the poor success of the straight Georges handline fleet, which was not only smaller than usual, but also found fish scarce on the favorite fishing grounds. As for the salt bank fleet, although it did not land as many fares as last season, yet it practically equalled the catch of the 1904 fleet and the fares showed a gratifying average increase of better than 25,000 pounds per trip.

The receipts of fresh codfish are practically the same as last year, although the shack fleet did not do any too well and practically no fishing was done around Sable Island, where big catches were made in 1902.

The increase of 400,000 pounds in the catch of fresh halibut is one of the most gratifying features of the season's work. This increase has been accomplished with the smallest fresh halibut fleet for years and in the face of some of the hardest weather that has been encountered for many seasons. It would seem to bear out the oft repeated statement of some of our leading halibut skippers that fish appear to be

	1905.	Pounds.
Salt Cod.....	Barrels.	18,139,000
Fresh Cod.....	.....	11,281,000
Halibut.....	.....	2,324,700
Haddock.....	.....	13,694,190
Hake.....	.....	13,517,315
Cusk.....	.....	6,895,830
Pollock.....	.....	17,637,535
Flitched Halibut.....	.....	453,578
Fresh Mackerel.....	2,284	456,800
Salt Mackerel.....	26,050	5,210,000
Fresh Herring.....	7,257	1,451,400
Salt Herring.....	38,350	8,633,800
Frozen Herring.....	27,752	5,550,400
Swordfish.....	.....	23,240
Cured Fish.....	.....	4,754,370
Frozen Squid.....	.....	.....
Porgies.....	1226	245,200
Halibut Fins.....	217	43,400
Whiting.....	4,200	840,000
Shad.....	.....	8000
Salt Alewives.....	.....	.....
Fresh Alewives.....	.....	.....
Fresh Fish from Boats.....	.....	900,000
Miscellaneous.....	.....	400,000
Total Landed at Gloucester		112,459,818
Total Landed by Gloucester vessels at other ports, direct (Estimated).....	.....	44,650,000
Total Landed at Gloucester and by Gloucester vessels at other ports.....		157,109,818

As usual several vessels made big years work. Naturally, one hears of the few that have done well, while of those who make an average season, or do poorly, nothing is heard.

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Yet it is like any other business, some do poorly, others make an average stake, while a few do extra well.

Among the best of the year are the following stocks:

Sch. Elector, Capt. Clayton Morrissey, high-line of the salt bank fleet with a stock of 10,262 and a share of \$456.89.

Sch. Aloha, Capt. John McInnis, of the salt bank fleet, stocked \$18,376.68, the crew sharing \$359.38.

Sch. Independence II, Capt. Joseph V. Busick, of the salt bank fleet, stocked \$18,113.35, the crew sharing \$322.81.

Sch. Arbitrator, Capt. Wilson Spinney of the salt bank fleet, stocked \$17,258.59, the crew sharing \$423.42.

Sch. J. J. Flaherty, Capt. Fred LeBlanc, high line of the dory handline codfishing fleet, stocked \$18,460.

Sch. Constellation, Capt. Thaddeus Morgan, high line of the seining fleet, stocking \$38,000, the crew sharing \$785.68.

Sch. Squanto, Capt. Daniel D. McDonald, high line of the halibut fleet, stocking \$22,000.

quite plenty again, whenever a vessel strikes on a spot, but that the main trouble is that there are not enough vessels in the business and going over the grounds to find the fish.

There is no doubt that this has been the most remarkable shack year on record and the statement is backed up by the most convincing argument in the shape of figures showing that the amount of halibut landed here during 1905 was very nearly double that in 1904, an increase of about 6,500,000 pounds. Then take hake with a gain of 2,200,000 pounds and cusk with an increase of 2,700,000 pounds and to cap the climax, pollock with almost 18,000,000 pounds against 9,000,000 pounds last year. This is all the more remarkable when it is considered that last year was considered one of the best shack years on record.

The extraordinary catch of pollock is the feature of the year's fisheries and is claimed to be among the very largest on record. The fleet was much larger than usual and the fishing was very steady. The fleet was bothered at times for bait and this alone kept the pollock total from going over 20,000,000 pounds. The price rivled better than last year, as it also did on hake, haddock and cusk, so that these fisheries were remunerative to the vessels.

Flitched halibut shows a decrease, the fleet as a whole doing poorly. Fresh mackerel show a falling off here of 1000 barrels, while salt mackerel gained the same amount over last year. In both cases the catch was disappointing as nothing is so earnestly hoped and looked for by all fishermen, vessel owners and fish firms as a good catch of mackerel.

Fresh herring show a falling off from last year and as a whole, the fish landed were not of as good a run for size as last year.

Porgies show a slight falling off and whiting a one thousand barrel increase, showing that there is a growing demand for these toothsome fish.

Salt herring shows the greatest falling off of anything on the list and the causes are too well known to need extended mention here. The usual large fall catch from Ipswich river amounted to less than 500 barrels this year and the scarcity of herring at Bay of Islands, N. F., prevented the fleet there from filling up and being home long ago.

Frozen herring show an increase for the reason that the fleet last winter were late in getting home and their affairs are credited to the accounts of January and February.

Shad were not as plentiful as last year, and the catch this season was practically nothing.

The little shore boats did a little better than last year but still far from what they have done in years gone by.

The following table gives the amount of the catch of each kind of fish landed at this port and by Gloucester vessels at other ports during the year just closing, also 1904 and 1903.

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1904.		1903.	
Barrels.	Pounds.	Barrels.	Pounds.
.....	22,514,600	28,371,000
.....	11,564,000	9,410,000
.....	1,970,000	.....	3,205,000
.....	7,274,400	.....	3,887,000
.....	11,342,400	.....	5,614,900
.....	4,128,200	.....	1,593,000
.....	8,964,400	.....	5,017,700
.....	742,000	.....	652,000
3,240	648,000	3,174	634,800
25,053	5,010,600	40,161	8,032,200
8,735	1,747,000	10,076	2,015,200
74,097	16,894,116	46,918	10,697,304
22,825	4,565,600	19,949	3,988,000
.....	121,100	.....	22,325
.....	3,436,608	.....	2,553,600
.....	.....	.....	100,000
1,636	327,200	.....	.....
252	50,400	240	48,000
3,000	600,000	.....	.....
330	66,000	.....	.....
1,000	200,000	.....	.....
380	76,000	.....	.....
.....	600,000	.....	1,750,000
.....	800,000	.....	778,000
103,528,924			87,843,026
*31,776,000			*36,900,000
135,304,924			124,743,026
103,528,924			87,843,026
31,776,000			*36,900,000

Sch. Tacoma, Capt. Adelbert Nickerson, in the fresh halibut fishery, stocked \$20,000.

Sch. Arbutus, Capt. Charles Flygore, high line of the flitched halibut fleet, stocking \$7517.92, the crew sharing \$182.92.

Sch. Kineo, Capt. John Stream, high line of the Georges halibut fleet, stocking \$20,403, the crew sharing \$606.15.

Sch. Lucania, Capt. Martin L. Welch, seining and haddocking, stock for the year \$39,030.33, the crew sharing between \$900 and \$1000, being one of, if not the best year's stock of any Gloucester vessel.

In addition to these, there were several of the seining fleet that stocked in the neighborhood of \$15,000 and \$20,000.

HUMBER FREEZING OVER.
No Encouraging Herring Reports from Bay of Islands.
A dispatch from Bay of Islands, N. F., received here this afternoon states that the Humber is freezing over. The same dispatch says that some herring are being taken but from the tenor of the message it is evident that the prospect is no better than it has been.

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LOSS OF LIFE MUCH DECREASED.

Unusual Small Number of Deaths in Fisheries the Past Year.

LOSS OF PROPERTY SHOWS REDUCTION FROM PREVIOUS YEARS.

Only Ten Vessels and 19 Lives Sacrificed During the Twelve Months.

In accordance with our usual custom we publish today a list of the losses of vessels and lives from this port during the year now closing. It is a pleasure to be able to report that the loss of life the past year has been unusually small, less than a score of deaths having occurred in connection with the fisheries including men hailing from Gloucester but sailing in vessels from other ports, while the loss of vessels also shows a decrease both in number and value.

For the second executive year, and only previously recorded in recent years in 1883 and 1892 and last year, no vessel has been lost with

her entire crew, and none of the wrecks were attended with loss of life, making the loss of life the smallest since 1865, total number of lives lost, including deaths on shipboard or in hospitals and fishermen drowned in the docks, being but 19, leaving five widows and three fatherless children.

One reason for the diminution of fatalities is undoubtedly the introduction of a larger and more staunch type of vessels, another is the growing custom of bank fishermen of taking a supply of food and water in their dories, thus increasing their chances of rowing to land or

being picked up in case of going astray in a fog, while a third is the custom of the fleet of fishing on more widely separated spots instead of being huddled together in close proximity as was the custom in the Georges fishery a quarter of a century or more ago.

Of the men lost, three were washed overboard and three fell overboard from their vessels, two went astray in their dory and were never heard from, two were drowned by the capsizing of their dory, one was drowned in his dory as the result of a fit, two were drowned at the wharves while attempting to board their vessels and six died on shipboard or at hospitals after being landed sick.

The number of vessels lost during the year was ten, with an aggregate tonnage of 610.98 tons gross and 477.3 tons net, and an average tonnage of 61.09 tons gross and 47.73 tons net. The vessels with their outfits were valued at \$56,550, on which there was an insurance of \$33,253.

Three of the vessels lost were engaged in Bank codfishing, three in mackerel netting, and one each in Rips codfishing, Newfoundland herring fishery, shore herring fishery and one on a trading voyage to Nova Scotia. Six of

the vessels were lost by going ashore or striking ledges, two were burned and one run down.

Last year the number of vessels lost was 11, with a gross tonnage of 914.88 tons gross and 681.37 tons net, an average of 83.17 tons gross and 61.94 tons net, being valued at \$86,400 and insured for \$64,812. The total number of lives lost was 32, leaving eight widows and 21 children.

Sch. Edward A. Perkins, 90.52 tons gross, 58.48 tons net, built at Essex in 1891 and owned by Davis Brothers, went ashore at Louisburg, C. B., January 20, 1905, while on the passage home from Newfoundland with a cargo of frozen herring and proved a total loss. Valued with cargo at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3523 on the vessel and \$2700 on cargo and outfits.

Sch. Hazel Oneita, 109.79 tons gross, 73.60 tons net, built at Essex in 1891 and owned by Sylvanus Smith & Co., struck a ledge off Cape Sable, N. S., March 19, and went to pieces while on a codfishing trip to Quere Bank. Crew saved. Valued with outfits at \$11,700 and insured for \$4287 by the Gloucester Mutual Fishing Insurance Company on the vessel and on \$2500 outfits.

Sch. James Drinan, 45.25 tons gross, 42.99 tons net, built at Bath, Me., in 1873 and owned by D. Sherman Tarr, struck on Romer shoal June 7 and sunk while engaged in mackerel netting. Crew saved. Valued with outfits at \$6000, and uninsured.

Sch. Columbia, 124.38 tons gross, 89.08 tons net, built at Gloucester in 1881 and owned by John Pew & Son, run down and sunk by steamer Sverra off North Sydney, C. B., June 25, while engaged in bank codfishing. Crew saved. Valued with outfits at \$15,000 and insured for \$4612 on the vessel and \$2000 on the outfits by the Gloucester Mutual Fishing Insurance Company, and \$1200 on the outfits by the China Mutual Insurance Company.

Gasoline boat Columbia, 12.50 tons gross, 9 tons net, built in Gloucester in 1904 and owned by Capt. Henry R. Pembroke, caught fire and burned off Block Island, R. I., June 27. Crew saved. Valued at \$1750 and insured for \$1400 by the Boston Insurance Company.

Sch. Alice S. Hawkes, 63.62 tons gross, 38.79 tons net, built at Essex in 1877, and owned by Gardner & Parsons, caught fire by the explosion of the binnae lamp, in the har-

bor of Plymouth August 31 and was totally destroyed. Crew saved. Valued at \$2500 and insured by the China Mutual Insurance Company for \$1500 on the vessel and \$500 on the outfits.

Sch. Puritan, 89.40 tons gross, 62.21 tons net, built at Essex in 1887, and owned by Cunningham & Thompson, mistayed and went ashore on Stag Rocks, near Canso, N. S., September 18, while on a bank salt codfishing trip and proved a total loss. Crew saved. Valued with outfits at \$6000 and insured by the Gloucester Mutual Fishing Insurance Company for \$2025 on the vessel and \$3000 on the outfits.

Sch. boat Veteran, 14 tons gross, 13 tons net, built at Bath, Me., in 1904, and owned by Manuel Simmons, went ashore on Herring Ledge, off Cape Elizabeth, Me., October 15, but came off and sank about ten miles from Wood Island. Crew saved. Valued at \$1800 and insured for \$1000 on the vessel and \$400 on the outfits by the Boston Insurance Company.

Sch. Maud M. Story, 75.50 tons gross, 53.73 tons net, built in Bath, Me., in 1882, and owned by Capt. Carl C. Young, went ashore off Sambro, N. S., November 21, while on a trading voyage to Nova Scotia and was a total loss. Crew saved. Valued at \$60,000 and insured for \$60,000 by the China Mutual Insurance Company.

Sch. boat Wideon, 16.02 tons gross, 15.22 tons net, built in Bath, Me., in 1882 and owned by James T. Murphy, went ashore near Block Island, R. I., November 16, while engaged in mackerel netting. Crew saved. Valued at \$600 and uninsured.

LOSSES OF LIFE.

John McKenzie, 21 years old, native of Annapolis Valley, N. S., single, washed overboard from sch. Ella M. Goodwin in South Channel January 3, 1905. Four others of the crew, Louis Douglass, Frank Miles, Robert Lee and Bowman Nickerson, were washed overboard by the same sea, but were saved.

Robert Sterling, 59 years old, native of Scotland, single, dropped dead from heart disease on board sch. Cecil H. Low on Georges January 19.

John Gosbæ, 44 years old, native of Guysboro, N. S., single, washed overboard from sch. W. H. Moody on Georges January 25.

William Gowell, 23 years old, native of Bear Point, N. S., washed overboard from sch. Metamora on LaHave bank January 25. Left widow and one child.

John Berry, 22 years old, single, native of St. Mary's Bay, N. F., and James Lambert, 43 years old, native of Torbay, N. F., two of the crew of sch. Manhasset, drowned on Georges February 6 by the capsizing of the dory.

Raymond Muise, 39 years old, native of Yarmouth, N. S., single, one of the crew of sch. Oregon, fell from the wharf while boarding the schooner March 10 and was drowned.

Michael Campbell, 60 years old, native of Bras d'Or, Canada, died on board sch. Senator on the Banks March 15. Left widow and two children.

Lewis George, 33 years old, native of Carbonear, N. F., single, one of the crew of schooner Independence II., died of heart disease off Sable Island April 2.

Jerome Colveau or Cotreau, 44 years old, and Rannie Surette, 23 years old, natives of Tusket Wedg., N. S., both single, two of the crew of sch. Sceptre, went astray from the vessel on the Banks in a fog April 2, and were never heard from.

Norman P. Ryan, 35 years old, native of Vgler's Cove, N. S., died June 4 at the Chelsea Marine hospital. Left widow.

Fred. Hodgdon, 45 years old, native of Boothbay, Me., single, drowned in the dock June 19.

Orrin Reed, 53 years old, native of Boothbay, Me., cook of sch. Corsair, died on Geor-

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ges July 22 of heart failure. Left widow.
Alex McDonald, 42 years old, native of
Arichat, N. S., one of the crew of sch. M. B.
Stetson, drowned in his dory on Grand Bank
August 9 from an attack of epilepsy. Left
widow.
Stephen Wharton, 22 years old, native of
Liverpool, N. S., single, one of the crew of
sch. Tartar, died at Liverpool, N. S., Aug
gust 26.
Albert Smith, 35 years old, native of
Sweden, single, fell overboard from sch. Ata-
lanta October 20 while on the passage to New-
foundland on a herring trip.
James McDonald, 38 years old, native of
Nova Scotia, single, one of the crew of sch.
Stranger, drowned November 15 off Thachers
island by the capsizing of his dory.
Harry Hammond, 21 years old, native of
Newfoundland, single, washed overboard from
sch. Elmer E. Gray December, about 40 miles
southeast of Highland light.

SUMMARY OF LOSSES.					
Vessels	Gross Tonnage	Net Tonnage	Fishery	Value	Ins.
Alice S. Hawkes.....	63.62	38.79	Rips Codfishing.....	\$2,500	\$2,000
Columbia.....	124.38	89.08	Bank Codfishing.....	15,000	7,812
Columbia (gasoline boat).....	12.50	9.	Mackerel Netting.....	1,750	1,400
Edward A. Perkins.....	90.52	58.48	N't'd Herring.....	8,000	6,223
Hazel Oneita.....	109.79	73.64	Bank Codfishing.....	11,700	6,787
James Drinan.....	45.25	42.90	Mackerel Netting.....	6,000	None
Maud M. Story.....	75.50	53.73	Trading.....	3,200	2,400
Paritan.....	89.40	62.24	Bank Codfishing.....	6,000	4,925
Veteran (sch. boat).....	14.	13.	Shore Herring.....	1,800	1,490
Widgeon (sch. boat).....	16.02	15.22	Mackerel Netting.....	600	None
	640.98	456.13		\$56,550	\$33,253
Washed overboard from vessel.....				3	1
Fell overboard from vessel.....				3	
Went astray in dory.....				2	
Capsized in dory.....				3	
Found drowned in dock.....				2	
Died on board vessels or in hospitals.....				6	3
Drowned in dory.....				1	2
				19	5
					3

FISHERY LOSSES SINCE 1839.
We present below a record of the losses in each year, their tonnage, valuation, insurance, and the number of lives lost, together with the widows and fatherless children left, so far as it has been possible to obtain them.

Year.	Vessels.	Tonnage.	Valuation	Insurance.	Lives.	Wid.	Chil.
1830	3		\$3,000	\$3,100	7		
1832	1		1,000				
1833	1		1,000				
1834	1		1,500				
1836	1		1,000				
1837	5		10,100		4		
1838	4		7,100	4,300	21		
1839	2		3,801	3,000	4		
1840	2		3,800	3,150	4		
1841	2		2,725	1,400	6		
1842	3		2,000	150			
1843	3		6,000	2,000	10		
1844	3		4,800	1,500	7		
1845	4		4,500	2,350	8		
1846	3		4,900	3,000	15		
1847	3		6,200	4,450			
1849	2		3,500	2,200	10		
1850	4		12,500	10,300	31		
1851	9		25,300	21,800	32		
1852	13		41,200	37,100	40		
1853	3		10,000	8,800			
1854	4		14,600	12,650	26		
1855	7		20,900	16,100	21		
1856	6		14,400	11,475	2		
1857	5		11,500	7,750	9		
1858	7		18,700	8,537	42		
1859	6		21,900	16,475	36	9	13
1860	7		26,350	20,494	74	17	15
1861	15		54,250	43,900	44	11	19
1862	19		66,500	53,225	162	74	153
1863	10		40,700	8,300	6	3	1
1864	13		98,900	59,635	84	31	58
1865	8	504.93	40,300	32,400	11	4	6
1866	15	1,055.00	114,250	82,605	26	10	18
1867	11	844.57	82,675	59,669	66	20	35
1868	4	282.27	35,000	28,150	39	19	46
1869	16	858.81	83,450	54,887	65	24	35
1870	13	788.15	75,200	59,907	97	26	45
1871	20	1,035.93	90,560	78,253	140	48	98
1872	12	576.68	55,400	49,121	63	21	32
1873	31	1,624.55	118,700	100,918	174	47	47
1874	10	683.17	49,100	44,975	68	18	37
1875	16	1,050.91	96,000	81,326	123	21	22
1876	27	1,075.46	150,000	116,222	212	34	67
1877	7	384.93	22,936	19,001	39	10	21
1878	13	898.57	59,039	45,206	56	8	20
1879	29	1,893.36	111,056	90,582	249	91	222
1880	7	300.44	21,000	15,972	52	11	18
1881	8	511.51	31,000	20,493	56	6	15
1882	12	976.74	79,700	54,469	115	50	113
1883	17	1,119.27	94,400	76,972	209	40	68
1884	10	1,104.46	87,100	63,100	131	50	13
1885	12	639.55	67,700	53,040	34	5	35
1886	26	1,751.26	152,300	119,231	136	14	29
1887	13	843.33	62,900	51,455	85	10	16
1888	14	910.97	63,000	54,127	63	6	16
1889	14	853.25	57,200	50,054	70	12	48
1890	18	1,388.87	111,455	97,523	86	7	13
1891	17	1,492.75	91,000	78,900	78	21	58
1892	12	745.73	46,000	40,238	46	4	8
1893	12	826.42	54,700	47,877	72	13	30
1894	30	2,423.42	175,000	157,626	137	50	54
1895	11	912.02	70,000	53,072	94	19	86
1896	14	1,081.43	71,500	58,486	88	15	41
1897	11	901.54	75,750	43,207	63	7	24
1898	20	1,343.68	97,500	67,736	62	29	74
1899	17	1,162.21	75,600	58,201	68	15	37
1900	9	605.97	41,450	26,912	53	18	42
1901	9	1,282.25	73,500	53,941	46	9	21
1902	10	567.00	71,800	52,065	82	39	52
1903	6	738.35	66,500	55,698	76	20	24
1904	11	1,131.76	127,300	93,994	75	4	19
1905	11	793.41	74,350	44,259	21	7	10
	700	30,014.88	3,761,196	2,898,122	5168	1030	2063